

OCT 18 1980

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

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date entered

1. Name

historic Manayunk Main Street Historic District

and/or common MAIN STREET - MANAYUNK HISTORIC DISTRICT

2. Location

street & number Reading Railroad-East, Flat Rock Dam-North, N/A not for publication
Lots 4025, 4026-South, Schuylkill River-West

city, town PHILADELPHIA N/A vicinity of congressional district N/A

state PENNSYLVANIA code 42 county PHILADELPHIA code 101

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial <input checked="" type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial <input checked="" type="checkbox"/> transportation
<input type="checkbox"/> object	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:
<input type="checkbox"/> metal handboard			

4. Owner of Property

name the Empire Trust
MULTIPLE - SEE ATTACHED SHEET

street & number

city, town N/A vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. PHILADELPHIA DEPARTMENT OF RECORDS

street & number ROOM 153, CITY HALL

city, town PHILADELPHIA state PENNSYLVANIA

6. Representation in Existing Surveys

title MANAYUNK CANAL - LOCAL CERTIFICATION has this property been determined eligible? ☒ Canal yes ☐ no

date Not Available federal state county ☒ local

depository for survey records PHILADELPHIA HISTORICAL COMMISSION

city, town Philadelphia state Pennsylvania

7. Description

Condition

☐ excellent
☒ good
☒ fair

☒ deteriorated
☐ ruins
☐ unexposed

Check one

☒ unaltered
☒ altered

Check one

☒ original site
☐ moved

date

N/A

Describe the present and original (if known) physical appearance

The Main Street Manayunk National Historic District is located on the north bank of the Schuylkill River, approximately 5 miles northwest from the center of Philadelphia. The community of Manayunk has retained a strong individual physical identity. Geographically, Manayunk and the adjacent communities of Roxborough and Wissahickon are separated from other sections of Philadelphia to the east, by the steep ravine of the Wissahickon Valley. Main Street is located within the narrow flood plain of the Schuylkill. North of Main Street, the topography rises steeply to Ridge Avenue on the crest between the Schuylkill and Wissahickon. Because of the geographical and cultural isolation of Manayunk, the physical appearance of the townscape and individual buildings differs markedly from those of similar eras built in other sections of the City. While Philadelphia residential and commercial buildings are typically red brick, those of Manayunk are commonly constructed of random coursed stone, Wissahickon Schist, either exposed or faced with stucco. It is the combination of steep topography, and white painted, pitched roof, stucco row houses which epitomizes the physical character of Manayunk.

The clear hierarchy of land use developed in Manayunk followed construction of the canal. The principal mill buildings were located on Venice Island between the Schuylkill River and Canal, though many of the major mills had operations on both sides of the canal, linked by bridges; often mill offices were located on the south side of Main Street. In contrast, commercial uses--such as offices, hotels and banks, and mixed residential/commercial buildings tended to concentrate on the north side of Main Street. Residential construction, typically in the form of attached 2 or 3 story row houses occurred on the side streets off the north side of Main Street. While the earliest development consisted of mill buildings and worker housing, later 19th century development included a broader range of commercial uses, including banks, warehouses, and retail stores, particularly at the west end of Main Street, corresponding to Main Street's developing role as a full retail and business center. Little development or redevelopment occurred in Manayunk after the turn of the century, and the overall physical appearance of the Main Street historic district has changed little since this time, although many retail and business uses have been replaced with lower grade warehouses, and storage uses.

The earliest buildings remaining in Manayunk are mills of the 1840's and 50's, and worker housing of the same era. Several of these mills remain on the Main Street side of the canal, at the east end of Main Street. The finest remaining mill building within the historic district is that located at 4268-72 Main Street, originally known as the Blantyre mill. The two, three-story pitched roof buildings, set at right angles to Main Street were constructed in 1847, of random stone rubble, with cut stone quoins, and brick arches over the window openings. An unusual feature are the fanlights in the gable ends facing Main Street. Other important early mills include a two-story building at 4050 Main Street, constructed about 1850, (originally the Roxborough Mills), a four-story building at 4100 Main Street (formerly the Dexter Mills - dyeworks) and the rear building facing the canal at 4208 Main Street (formerly Economy Mills). These buildings are typically long, narrow span structures of random stone rubble, often with a later stucco facing, and shallow pitch roofs. Window openings commonly have brick arch lintels, while windows are typically wood, arched head double hung with 4/4 or 12/12 lights. Another noteworthy loft building, located on the north side of Main Street at 4313 in a three-story six bay structure built in 1859 of Wissahickon Schist. The building has seg-

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mentally arched brick labels over each window, and wood double hung windows.

Examples of housing of this era remain, both on Main Street, and on the narrow side streets. The housing is utilitarian, working class attached housing, Vernacular in style, although exhibiting distinct characteristics of formal design styles. The earliest housing is typically constructed in a Vernacular Federal style, while later housing is of a Vernacular Italianate style. The earliest remaining residential buildings are located at 104-106 Levering Street, constructed about 1840. These are three-story, two bay, Federal style, stucco over stone rubble, pitched roof structures. The second floor windows are double hung wood with plank frame, and the third floor windows are casements. 103-105 Pennsdale Street is a group of small Vernacular style worker houses built circa 1850. These simple buildings are 2½ stories, of stone rubble faced with stucco, and pitched roofs with dormer windows. Noteworthy houses on Main Street include: 4030-32 and 4040-48 Main Street. These are three-story Italianate style, attached residences constructed circa 1860. Built of stone rubble faced with stucco they have double hung 2/2 arched head windows and decorative wooden cornices.

In contrast to the early simple random stone and stucco mills, later commercial buildings are commonly of brick, exhibiting the richer detailing typical of the late Victorian era, and are similar to such buildings in Philadelphia. Some of these later buildings were manufacturing facilities, but many reflected the increasing importance of Main Street as a business and retail center. The finest example of a later industrial building is 4236 Main Street, an elegant 3-story, 3-bay brick loft constructed about 1890. The first floor storefront incorporates a cornice, and central entrance flanked by pilasters. Crowning the building is a heavy wood cornice. 4346 Main Street is the former Manayunk Trust Company building, a monumentally scaled, single story banking hall, built in 1890. Constructed of brick, the building has pilasters with decorative capitals and consoles, stone cornices, and monumental scale windows with a stone surround enhanced with Greek key design. 4360 Main Street is a heavy three story five bay brick warehouse constructed about 1890. The Romanesque detailing includes paired semi-circular headed windows on the third floor, Palladian style second floor windows, brick pilasters and a molded tin cornice. A similar style 2 bay, four story Romanesque style brick warehouse is located on 108-12 Levering Street. Noteworthy retail buildings include 4356 Main Street, an elegant two story building of 1880, featuring extensive use of glass. The ground floor consists of large storefront windows and recessed entrance way, with decorative metal transom panels above. The second floor has large fixed sash with transom lights, metal faced dividing mullions, and molded metal cornice.

Finally, there are some interesting turn of the century commercial buildings. 4437 Main Street, is a handsome single story brick bar built in 1903. The facade incorporates a decorative ogee arch stepped brick gable parapet, with metal trim. 4323-24 Main Street, the Nickles Building of similar date, is a two story, 2 bay brick retail store with elegant curved glass display windows, and a large ornate metal cornice and parapet.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input checked="" type="checkbox"/> 1400-1499	<input checked="" type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input checked="" type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates

N/A

Builder/Architect

N/A

Statement of Significance (in one paragraph)

Manayunk played a significant role in the development of Philadelphia as a major industrial and commercial center in the nineteenth century. During this period of industrial development, manufacturing shifted from small cottage industry to large plants which mass produced goods. Large scale manufacturing depended upon water power to run machinery, and access to water transportation, for raw materials and finished goods. The Manayunk Canal, the only intact portion of the Schuylkill Canal System remaining, represents an important period in the development of transportation systems in the United States. Manayunk developed in direct response to the transportation and water power opportunities provided by construction of the canal. The physical development of Manayunk paralleled the growth of other nineteenth century mill towns, particularly Rochdale PA, and Lowell MA, with the location of mills adjacent to the water source, and residential and commercial development in close proximity. However unlike these communities Manayunk was not a company owned and operated town, industry was able to diversify more easily in response to changing market conditions, and the town continued to grow in the late nineteenth and early 20th centuries. As well as the canal and lock structures, many architecturally significant buildings remain, representing all phases of Manayunk's development. There are several 3-5 story stone mill buildings dating from the 1850's, together with many groups of stucco and stone, mill worker row houses of the same era. The late nineteenth century commercial development is exemplified by several brick commercial and warehouse buildings.

Venice Island

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STATEMENT OF SIGNIFICANCE: Appendix1. THE SCHUYLKILL CANAL

A. Historical Context:

During the mid-19th century the tow path waterway provided an important means for the transportation of goods and materials in the United States. The Manayunk Canal formed a segment of the Schuylkill Canal System, constructed to provide a navigable waterway along the Schuylkill River, linking the Delaware River and the coal regions above Reading. The Schuylkill Canal System, part of a broader canal system, provided the crucial link to the west. The openings of the canal forged a link between the land located regions of western Pennsylvania, and the port of Philadelphia, creating a tow path water transportation which enabled the cheap transport of anthracite coal to markets all along the eastern seaboard.

A plan to provide a navigable link between the Susquehanna and Delaware Rivers had been conceived by William Penn in 1690. However, such a link was not a reality until 1825. In the interim, surveys for a possible canal were completed in the mid-18th century, and isolated improvements made to the river channel. The first serious planning for a canal began in 1731 when a group of Philadelphia citizens lead by Robert Morris organized the Society for Improvements of Roads and Inland Navigation. As a result of their efforts, the State of Pennsylvania chartered the first two canal projects in America, the Schuylkill and Susquehanna Navigation Company, and the Delaware and Schuylkill Navigation Company, forerunner of the Schuylkill Navigation Company. The State authorized \$440,000 for the projects, however, by 1794 only 15 miles of canal was completed, funds had been exhausted and work stopped on both projects.

The motivating force behind eventual construction of the Schuylkill Canal System was Joshua White, credited with developing a method for burning hard anthracite to process iron ore. He understood the potential of the canal to reduce the cost of transporting anthracite coal from the coal fields above Reading to industries along the Schuylkill in Philadelphia. White petitioned the State for the right to improve the river but his proposal was rejected. In 1815, the State of Pennsylvania chartered the foundation of the Schuylkill Navigation Company. The Company, established by Philadelphia financiers and headed by Cadwallader Evans was granted a charter to construct a canal from Philadelphia to Port Carbon, just below Pottsville.

B. The Schuylkill Navigation Company and the Schuylkill Canal:

The Schuylkill Canal was not a continuous canal, but a series of waterways constructed to bypass unnavigated sections of the river. The Schuylkill navigation system covered a distance of 108 miles; 62 miles by canal and 46 miles by slack water navigation created by dams in the river. The system included 92 locks to overcome a 9,588 foot difference in elevation. Locks were typically 75' to 80' long and eight to 17 feet wide. By 1828, the Schuylkill Canal provided safe passage the length of the River. In the early years there was no effective competition to the canal and rates were high. As a result of this monopoly, the State Legislature authorized construction of the Reading Railroad.

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On January 13, 1842, the Philadelphia and Reading Railroad was opened to Pottsville in direct competition to the canal and by 1844, it carried more coal than the canal. To meet the railroad competition, the canal was enlarged, and costs were lowered. Tonnage increased as a result and the period 1850-1860 marked the Golden Age of the Canal. During this period, the canal showed the greatest profit and carried the greatest tonnage, peaking at 1.7 million tons.

Rail transportation assumed increasing importance during the Civil War; after the war railroads continued to grow and canal transportation declined. On June 23, 1870, the Reading Railroad signed an agreement to lease the canal and from this time on commercial use of the canal virtually ceased.

C. The Manayunk Section of the Canal:

After incorporation, the Navigation Company began construction in both Philadelphia and Reading. In 1815, construction began on the Flat Rock Dam, designed to convert seven of the most dangerous miles of the Schuylkill into navigable water. The canal was constructed through a low lying swamp area then known as "Dead Waters." The quality of the original construction was poor, utilizing little formal engineering techniques, and much of the work had to be redone. Floods caused extensive damage during construction and the company had problems attracting working capital. The Manayunk section of the canal was completed on October 18, 1818, and opened for travel about 1822. The original lock system consisted of a single channel at the upper lock and two channels at the lower lock. The building is a heavy wood cornice. 4545 State Street is the former Manayunk Trust Company building, a monumentally scaled building. The Manayunk section of the canal, is today a focus for recreational activity. The City, in the first step in realizing this concept, cleaned and dredged the waterway and constructed a boardwalk and tow path along the Main Street side of the canal.

2. ECONOMIC DEVELOPMENT OF MANAYUNK

The development of Manayunk as a significant regional and national industrial center was due to construction of the Manayunk Canal. While Manayunk continued to flourish as a manufacturing center into the 1930's, it is the 19th century industrial development, which is of historic significance. Before the canal was opened in 1819, industry located in Manayunk because of the access to water; pre-canal industries included grist mills, glass and paper, iron rolling and wood screw production. Industries were typically small scale, serving a local market. After completion of the canal, Manayunk quickly expanded as a center of diverse small scale industrial production including cotton, drugs, oak grinding, and the manufacturing of hat bodies and paper.

The construction of the canal brought three potential benefits for industry:

1. The availability of coal for industrial production.
2. The availability of water power.
3. Transportation of raw materials and finished goods.

Realizing the value of the newly available water power, the Schuylkill Navigation Company began marketing this valuable industrial commodity. The first water power was sold to

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Captain John Towers on April 10, 1819, and he proceeded to construct the first mill in Manayunk, on land formerly part of the Levering estate. In 1820, Charles Hagner constructed the second mill, between Green Lane and Leverington Street, for the preparation of oil and grinding of drugs, and subsequently other mills were constructed.

During the 1820's, the scale of industrial production magnified, and operations increasingly focused on cotton textile production. By 1828, 10 mills were in operation with 6 homes under construction. A commentator described Manayunk in 1828 as follows: "I rode over to a new village called Manayunk, lying about 4 miles above me on the left bank of the Schuylkill, it is flourishing and increasing in dwelling houses and mills. I visited the largest cotton factory, belonging to Mr. Boris and Mr. Jerome Keating. These gentlemen have a four story stone building, two hundred feet long, containing 4,500 spindles and one hundred and twenty power looms, all worked by about 200 persons." Many of the area's first factories combined assembly line production with forms of cottage industry. Because a large portion of Manayunk labor force was unskilled, there was substantial technological innovation. In contrast, competing textile centers such as Kensington, with it skilled hand weavers, were slow to adopt mechanization. Mechanization lead to increased labor organization and some of the first unions were organized in Manayunk in the 1830's. The national depression of the late 1830's ended the early diverse phase of industrial growth and reinforced cotton textile manufacturing as the dominant industry of Manayunk. The scale of production continued to increase, many of the first mill structures were demolished and redeveloped as larger multi-story structures to accommodate new industrial processes.

America, the Schuylkill and Susquehanna Navigation Company. With the commencement of the Civil War, cotton from the South became unavailable resulting in the closing of many mills. Surviving mill owners switched to wool to supply the needs of the Union Army. After the war, wool and wool blend textiles continued to be an important aspect of Manayunk industry while cotton industries declined. Because of competition from mills in the South, industrial specialization prevailed with factories linking their output to a few steps in the production process, selling their materials to other factories. By the end of the century, Manayunk factories were producing standard cotton and wool fabrics, as well as carpet yarns, silks, "shoddy" blends, hosiery, dress goods, cashmere, jeans, and other articles. Despite this diversification, the first generation of mill owners such as Ripka and Schofield, who prospered before the Civil War, continued to define the structure of Manayunk industry. After the war, the rate of industrial expansion declined and the new mills were generally less profitable. While textile and textile related production continued to be important through the 1920's, the manufacture of paper, soap, chemicals increased in importance until the Depression.

Today, although no longer a regionally significant location for industrial activity, Manayunk remains a relatively satisfactory location for existing industries. Factors contributing to the area's longevity include easy access to the interstate highway system, a stable community, availability of water, and physical isolation from the deteriorated sections of the City.

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3. MANAYUNK SOCIAL DEVELOPMENT

The development of Manayunk as an important industrial center impacted the social development of the community. The town of Manayunk received its name at the first town meeting, May 4, 1824. Originally the area was known as "Flat Rock" because of a large flat rock formation at the lower side of the Flat Rock Bridge. The name was changed to Manayunk for the Indian word "Maniung" meaning "where we go to drink."

After completion of the canal, the population of Manayunk increased rapidly. From 1818 to 1822, Manayunk's population grew from 60 to 800. A census taken in April 1827, counted a population of 1,088. By 1840, the population of what is now the 21st ward (Manayunk, Roxborough & Wissahickon) was 5,797 people, and Manayunk had grown sufficiently large to incorporate as a separate entity, withdrawing from the township of Roxborough. In 1854, with a population of over 6,000 people, Manayunk was incorporated into the City of Philadelphia. However, it continued to remain a somewhat socially isolated area because of its own industrial base, and hilly topography.

Most of the early foreign born inhabitants attracted by the employment opportunities, came from the industrial areas of England, Scotland, and Ireland. Irish and English immigrants were succeeded by Germans, Italians and then Poles. The strong economy resulted in a high degree of social mobility, and many foreign born laborers later became mill owners. Growth in employment generated a demand for housing, and was quickly followed by housing construction on the steep slopes above the Schuylkill. In the early period of Manayunk's development there was little physical separation between the working and management classes; geography and topography limited the open space available for housing, resulting in dense rowhouse development.

4. PHYSICAL DEVELOPMENT OF MANAYUNK**A. The Industry of Venice Island:**

The pattern of physical growth and development in Manayunk during the nineteenth century was determined by the location of the Manayunk Canal, as a transportation route and power source. With the decline of the canal and the increasing importance of railroad transportation, the construction of a railroad spur adjacent to the canal maintained Manayunk as an important industrial location. Industrial development and redevelopment occurred during the 19th and early 20th centuries in response to changes in technology and market condition favoring new industries.

After completion of the canal, Venice Island, located between the river channel and the canal, became the principal location for Manayunk industry. By the 1860's a substantial number of mill complexes had been developed both on the eastern and central parts of Venice Island, and the south side of Main Street, near the lower locks. Principal mill structures at the lower locks included the Roxborough Mills, and the Littlewood and Lancaster Mill. Cotton mills clustered in an area east of Green Lane Bridge, while west of the Leverington Street Bridge, a wider variety of mill industries developed including paper mills (Flat Rock Paper Mill), grist mills

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(Mt. Vernon Grist Mill), and Knitting Works (Pennsylvania Knitting Works). Coal was now the major source of power for the mill complexes with the Philadelphia and Norristown Railroad servicing the coal depots on the south side of Cresson Street.

Over the next fifteen years, development continued along the eastern and central parts of Venice Island as far west as Fountain Street. Major mill complexes east of Green Lane included the Schuylkill Cotton Mill at Rector Street, Hardings Paper Mills and Ripka Cotton Mills at Carson Street. Typically, each mill had operation on both sides of the waters, linked by bridges across the canal, with the mill offices located on the Main Street side. By 1875, a substantial number of paper and wood pulp mills has been constructed west of the Fountain Street Bridge. Among these mills were the American Wood Pulp Co., Flat Rock Mills and Philadelphia Pulp Works. Race channels, cut across Venice Island from the canal to the main channel, supplied water for each mill. Gas became a new source of energy for Manayunk industries, provided by the Manayunk Gas Works located on Venice Island, east of the Leverington Street Bridge.

In the 1880's, rail transportation became increasingly important and a second rail line serving Manayunk, the Pennsylvania Schuylkill Valley Railroad, was completed. Before the 1818's Flat Rock Rd. and the canal had provided the only direct means of transporting raw materials and finished goods to and from the Island mills. Now, the transformation of Venice Island industry transportation from water to rail transportation was complete with the construction of the Venice Island branch of the Reading Railroad on the tow path right of way, and the elimination of the canal tow path system. At the turn of the century, most of the mills were still in operation, although new types of industry began developing with the construction of the railroad spur to Venice Island.

With increasing competition from textile production in the south, and a reorientation of Manayunk industry to pulp, soap, and chemical production, further development and redevelopment occurred in the first two decades of the 20th century. Some major textile mills remained, such as Imperial Woolens and Elton Textiles Mills, while new industries such as the Zane Soap and Chemical Co., National Waste Co., and the National Milling and Chemical Co. (NAMCO), opened. No significant new industrial development occurred in Manayunk after the 1920's, heightening the decline in importance of Manayunk as an industrial center.

Today, Venice Island provides both industrial and recreational uses. While the west end of the Island remains industrial, some of the old abandoned textile mills at the east end have been cleared for active recreational uses. Although many of the older mills have been demolished, these Venice Island sites may at some future time yield valuable archaeological information relating to nineteenth century industrial technology.

Manayunk, PA

Continuation

system, a stage

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B. Main Street Manayunk:

Although the industrial areas of Venice Island were substantially developed by the 1870's, Main Street did not reach the peak of its development as a commercial and retail center until the early 20th century. In the mid-19th century, Main Street served as the principal land route for the transportation of people and goods in and out of Manayunk. It initially developed as a residential street and business center, responding to the industrial growth of Venice Island. In 1850, the Girard College and Manayunk horse drawn street car line operating on Main Street was completed linking Manayunk to the city via Ridge Avenue. At this time, the south side of Main Street was largely open to the canal. Bridges at cross streets connected Main Street to Venice Island. The north side of Main Street was almost fully developed between Pennsdale and Carson with residential development on side streets north of Main Street extended as far up as Silverwood Street.

Through the 1870's, industrial development on Venice Island continued and the business center grew as commercial development spread along the south side of Main Street between Lock and Grape Streets. Much of this growth came in the form of mill offices. With the increasing importance of Main Street as a business center, hotels were developed on the north side of Main Street, near the railroad station, and also banks, such as the Manayunk National Bank at Levering and Main. By 1890, development of the south side of Main Street extended west to the 4300 block of Main Street, including the Manayunk Trust Co., at 4336 Main Street. By the close of the century Main Street had become the commerce and institutional center for Manayunk.

Main Street in the early 1900's remained a business and commerce center tied to Venice Island industry rather than a retail shopping district. By the 20's, the south side of Main Street was fully developed, breaking any visual link between the commercial district and the canal industrial zone. However, as suburban residential growth occurred in Roxborough the character of Main Street shifted to retail shopping and entertainment catering to local trade. The Empress Theater was constructed on the site of the last remaining hotel on Main Street at number 4439, and department stores such as the Foster Department Store at number 4268 and Proper Brothers at Levering Street north of Main.

The Depression years brought the closing of many mills in Manayunk and the decline of Main Street as a community retail center. New retail activity concentrated first on the strip shopping district along Ridge Avenue, and then in the freestanding shopping centers, further west on Ridge Avenue. After a long period of decline evidenced by many vacant stores, there is renewed interest in the commercial strip, as antique shops and restaurants, seeking out low rent locations, have established businesses on Main Street. Recently, one of the larger structures on Main Street has been renovated for professional office use.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property 112

Quadrangle name Germantown

Quadrangle scale 1" = 2,000'

UMT References

A

1	8
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4	8	1	3	6	0
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4	4	2	9	9	2	0
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Zone Easting Northing

B

1	8
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4	8	1	4	4	0
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4	4	2	9	9	8	0
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Zone Easting Northing

C

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4	7	9	0	0	0
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4	4	3	1	9	6	0
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D

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4	7	8	8	4	0
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4	4	3	1	9	4	0
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E

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4	7	8	9	6	0
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4	4	3	1	9	4	0
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Verbal boundary description and justification

SEE CONTINUATION SHEETS

List all states and counties for properties overlapping state or county boundaries

state	N/A	code	N/A	county	N/A	code	N/A
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state	N/A	code	N/A	county	N/A	code	N/A
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11. Form Prepared By

name/title ELIZABETH MINTZ, KAY SMITH

organization N/A

date 1982

street & number 301 CHERRY STREET

telephone (215) 592-0465

city or town PHILADELPHIA

state PENNSYLVANIA

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☐ state ☒ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature



title Larry E. Tise, State Historic Preservation Officer date 1/26/83

For HCRS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

United States Department of the Interior
National Park Service

**National Register of Historic Places
Inventory—Nomination Form**

MAIN STREET - MANAYUNK Philadelphia County
Continuation sheet HISTORIC DISTRICT Item number 9 Page 1

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received

date entered

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United States Department of the Interior
National Park ServiceNational Register of Historic Places
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MAIN STREET - MANAYUNK

HISTORIC DISTRICT

Philadelphia County
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MAIN STREET - MANAYUNK HISTORIC DISTRICTBOUNDARY DESCRIPTION

Beginning at a point on the northerly side of Main Street, approximately 370' east of Shurs Lane, at the eastern boundary of Littlewoods Dyers & Bleachers (4025 Main Street); thence extending northwardly approximately 180' along said boundary to a point of the southerly boundary of the Reading Railroad right of way, south of Cresson Street; thence extending westwardly approximately 1,800' along the southerly boundary of the Reading Railroad right of way, to the easterly side of Roxborough Avenue; thence continuing westwardly approximately 850' along the southerly side of Cresson Street to the easterly side of Levering; thence extending north to the northerly side of Cresson Street (60' wide). Thence extending westwardly approximately 400' to the east side of Carson Street to include the platforms, waiting room and public facilities building, of the Manayunk passenger station of the Reading Railroad; thence extending southwardly at right angles to Cresson Street to the southerly side of Cresson Street; thence extending westwardly 375' along the southerly side of Cresson Street to the westerly side of Green Lane; thence continuing westwardly along the southern boundary of the Reading Railroad right of way 150' to a point; thence extending southwardly crossing the Pennsylvania Railroad right of way, following the easterly boundary of the Manayunk substation property, 150' to a point on the northerly side of Main Street; thence extending westwardly along the northerly side of Main Street 1,100' to the westerly side of Leverington Avenue; thence continuing westwardly along the southern boundary of the Reading Railroad right of way approximately 5,700' to a point adjacent to Flat Rock Dam; thence extending southwardly, crossing the canal channel and continuing along the westerly side of the dam structure to the southern bank of the Schuylkill River; thence returning along the easterly side of the dam structure to the westerly tip of Venice Island; thence extending eastwardly along the southern shore of Venice Island 9,850' to the easterly tip of Venice Island at the lower lock; thence crossing the lower lock channel and continuing eastwardly approximately 700' along the north bank of the Schuylkill River to the easterly property line of 4026 Main Street; thence extending northwardly along said property line approximately 100' to the southerly side of Main Street; thence crossing Main Street, 60' wide, to a point on the northerly side of Main Street; at the eastern boundary of Littlewoods Dyers and Bleachers, the first mentioned point, and place of beginning.

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MAIN STREET - MANAYUNK

PHILADELPHIA COUNTY

Continuation sheet

HISTORIC DISTRICT

Item number 10

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BOUNDARY JUSTIFICATION

The theme of the Main Street - Manayunk Historic District relates to nineteenth century commercial and industrial development. The boundaries selected for the district illustrate the significance of Manayunk as an urban mill town. Nineteenth century mill towns followed a district pattern of development beginning with a water source to provide power for the mill structures located immediately adjacent to the waterway, and the commercial strip and residential area, often mixed together, within walking distance of the mills. The Main Street - Manayunk Historic District is an excellent, intact example of this type of development with the focus on the Manayunk Canal.

The historic district boundary encloses; the whole of the Manayunk Canal, the reason for the development of Manayunk; Venice Island, where much of Manayunk's early industrial development began and the flood plain of the Main Street district, the center of commerce for Manayunk. Within the boundaries of the proposed district lies the core of the industrial village of Manayunk. Although the village eventually expanded up into the hills of Manayunk to what is now known as the hilltop community, historically the earliest settlement relates to the area described as the historic district.

American Canal and Transportation Center.

The western boundary of the district is defined by Flat Rock Dam, and the entrance channel to the Manayunk Canal. The eastern boundary is defined by the commercial and industrial development on Main Street attributable to construction of the canal, and the eastern boundary of the Manayunk flood plain. The precise boundary is defined by the eastern property line of Main Muffler Shop at number 4026 Main Street and Littlewood Dyers and Bleacher at numbers 4025-75. The area immediately east of this boundary is vacant land on the south side of Main Street and a large modern structure on the north side of Main Street which do not relate to the nineteenth century development of Manayunk. The northern boundary is defined by the Reading Railroad right of way, located at the northern edge of the Schuylkill flood plain. North of the railroad the topography rises steeply, and the combination of railroad and topography provides a strong psychological barrier. The southern boundary of the district is defined by the southern edge of Venice Island, and the Schuylkill River.

